

Battles in the Sky Vie in Importance With Those on Land and Sea

ON LAND AND SEA, AND IN AIR, GREAT NATIONS OF EUROPE ARE WARRING ON EACH OTHER



The celebrated division of the French army on its way to the fray. This division is made up of the regulation ambulance corps, aided by specially trained dogs.

MAURETANIA OUTRUNS PURSUING WARSHIPS

Giant Cunarder Puts In at Halifax After Fastest and Most Dramatic Voyage.

CHANGES COURSE QUICKLY
Warned by British Cruiser Essex, Helm Is Shifted and, With Engines at Highest Pressure, Run for Safety Is Made.

HALIFAX, N. S., August 6.—Completing in four days and ten hours her fastest and most dramatic voyage across the Atlantic, the mammoth Cunarder liner Mauretania, from Liverpool for New York, arrived at Halifax today with 2,500 passengers, mostly Americans fleeing from war-torn Europe. Passengers and mails will be landed here.

At 11:30 o'clock Wednesday night, while off Seal Island, the Mauretania was warned by the British cruiser Essex to change her course without delay and head for Halifax. The helm was shifted so quickly many passengers, startled by the shock as the ship heeled, believed the steamer was turning turtle.

Under the highest pressure of her engines, with all ports blanketed and not a light showing, the vessel sped over the 100 miles that lay between her and safety from German cruisers. Behind her came the Essex, whose searchlights at night could have been flashing across the horizon as she scanned the waters for the enemy.

The Mauretania's passengers were not officially informed of what had occurred. They had received no intimation of the declaration of war.

The Mauretania sailed from Liverpool at 4:55 P. M., August 1, amid great excitement. From the moment the big liner left the officers were on the alert and Halifax was selected as an alternative port.

When in the midst of thick fog off Seal Island, wireless message from the Essex came, warning to make full speed for Halifax. The Cunarder was 350 miles from New York and 140 miles from this port. Tacking some where in the fog was a German cruiser, but gunning the lanes of steamship travel were British warships.

MARVELOUS RUN
The Mauretania made the marvelous run of 27 1/2 knots during the early hours of this morning. Her average speed was 26.6 knots.

When the purpose of the change in the course was learned there was wild excitement among passengers. Among the 500 first-cabin passengers, many are prominent in business, professional and church life of this country. A report went the rounds of the ship that late last night a flash of light was seen over the stern of a cruiser, followed by the report of a gun. Many believed some warship had fired on the liner. Officers could not substantiate this report but several believed it was true.

Neither officers of the ship nor officials of the company would say what would be done with the Mauretania, but it was believed by the former that she would be taken to New York under escort and thence to Liverpool, where she would be used for transport service within the lines.

The waterfront was crowded with inquiring throngs to-night as the Mauretania came to anchor, followed by the Essex, striped for battle. She had been out six days.

"It was the most exciting passage of my experience," said Dr. J. B. Murphy, of Chicago, retiring head of the American Congress of North America, on board the Mauretania.

"All the way across we had been seeing German cruisers every fifteen minutes to twenty minutes. I knew the ship's course was changed when we felt the ship heel over. Some of the passengers got on deck and reported that we were going due north. We ran for a little while, then stopped. When we started up again I should think that every record for passenger ships was broken, from the rate we made."

"When the sailing of the Imperator was canceled, there was a terrific scramble for accommodations. I had booked by the Mauretania, but the majority of the other liners from this side were returning by various German boats."

Dr. Charles H. Mayo, of Rochester, N. Y., who was elected president of the congress this year, said there was tremendous excitement all through the voyage. The Mauretania was escorted out of Queenstown by a British cruiser, and there had been nothing but rumors of impending capture ever since.

Commissioner Lamb, head of the Saltation Army immigration service, a passenger, said that when the liner headed around last night and started sailing for Halifax, the vibration of the ship convinced those on board that something unusual was taking place.

Nearly exhausted from three days spent continuously on duty in the engine-room, Chief Engineer James Caruthers, of the Mauretania, declared the Mauretania could have done several knots better than she did last night had there been any real urgency.

Captain Charles kept constant vigil during almost the entire voyage. For three days he stuck to the bridge of his vessel, getting not a wink of sleep in the seventy-two hours. Twenty-three passengers will be held in Halifax as prisoners of war. They are

Germans and Austrians who could not furnish sufficient proof of their being American citizens.

WHITE STAR LINER IS SAFELY IN PORT.
HALIFAX, August 6.—The British cruiser Essex escorted the White Star liner Essex into the harbor here late today. Warship and liner anchored in the inner harbor alongside the Cunarder Mauretania.

BRITISH VESSELS ARRIVE, ESCORTED BY CRUISER.
QUEENSTOWN, August 6.—The Cunard Line steamer Garmania and the British steamer Kumeric, the latter with a cargo of wheat for Galveston for Germany, arrived here today escorted by a cruiser.

BEGIN MOBILIZATION OF ATLANTIC FLEET

Vessels Ordered Home From Mexican Waters and Country Will Be Prepared.

WASHINGTON, August 6.—Mobilization of the Atlantic fleet in North Atlantic waters began today, when the battleships Texas, Minnesota and Louisiana were ordered to return from Mexico to New York. This will be followed by orders for the return of all the North Atlantic fleet in Mexican waters.

While naval officials are not yet ready formally to announce the intention of the government with respect to the mobilization, it is known that the fleet will be utilized both for patrol work in enforcing neutrality and for any emergency growing out of the European conflict.

As one naval officer expressed it, "The United States has a long sea-coast with many ports, and we must be prepared for any emergency." Secretary Daniels today made important announcements as to the establishment of the Atlantic patrol. For the present, the Florida will be guard duty at New York, the Maryland at Boston and the Connecticut at Philadelphia. Orders have been issued to the fleet of torpedo-boats will patrol the New Jersey and Delaware coasts. Orders have been issued to the fleet of submarines to maintain neutrality at every Atlantic Gulf and Pacific port.

FRENCH OFFICERS COME TO LONDON FOR CONSULTATION.
LONDON, August 6.—Several high officers of the French navy and staffs arrived in London today for consultation with officers of their respective services here. Banks were stocking their ships to-night with the new one-pound and ten-shilling notes in anticipation of a rush of withdrawals.

PUTS OUT TO SEA.
NORFOLK, August 6.—Fearing almost certain capture by German warships, the British auxiliary Strobilus passed out to sea at 10:30 o'clock to-night. A tiny kiltner on her forward mast was the only light visible on the ship.

The Strobilus, commanded by Captain Allison, arrived at this port yesterday from Port Arthur, bound to Kilingholme, England, with 8,000 tons of petroleum for the British navy. Today her master was informed by United States authorities that he would have to take his vessel to sea or keep her at this port until peace was declared between the warring countries of Europe. He put to sea.

FIFTY STEAMERS TAKEN.
MADRID, August 6 (via Paris).—According to official advices, more than fifty steamers captured by German warships, the British auxiliary Strobilus passed out to sea at 10:30 o'clock to-night. A tiny kiltner on her forward mast was the only light visible on the ship.

AMERICAN ARTIST HELD.
SUNDERLAND, August 6.—An American artist, said to be an American, was arrested here today on suspicion that he was attempting to obtain information concerning movements of British troops. He was released after a week to enable the authorities to make inquiry concerning the police. He has been making sketches of docks and the drill hall, where soldiers are stationed.

COPPER MINES CLOSE.
AS RESULT OF WAR.
RAY, ARIZ., August 6.—As a result of the unsettled conditions caused by the European war, copper mines in the Ray district to-day put their working forces on half time. Two thousand men are affected.

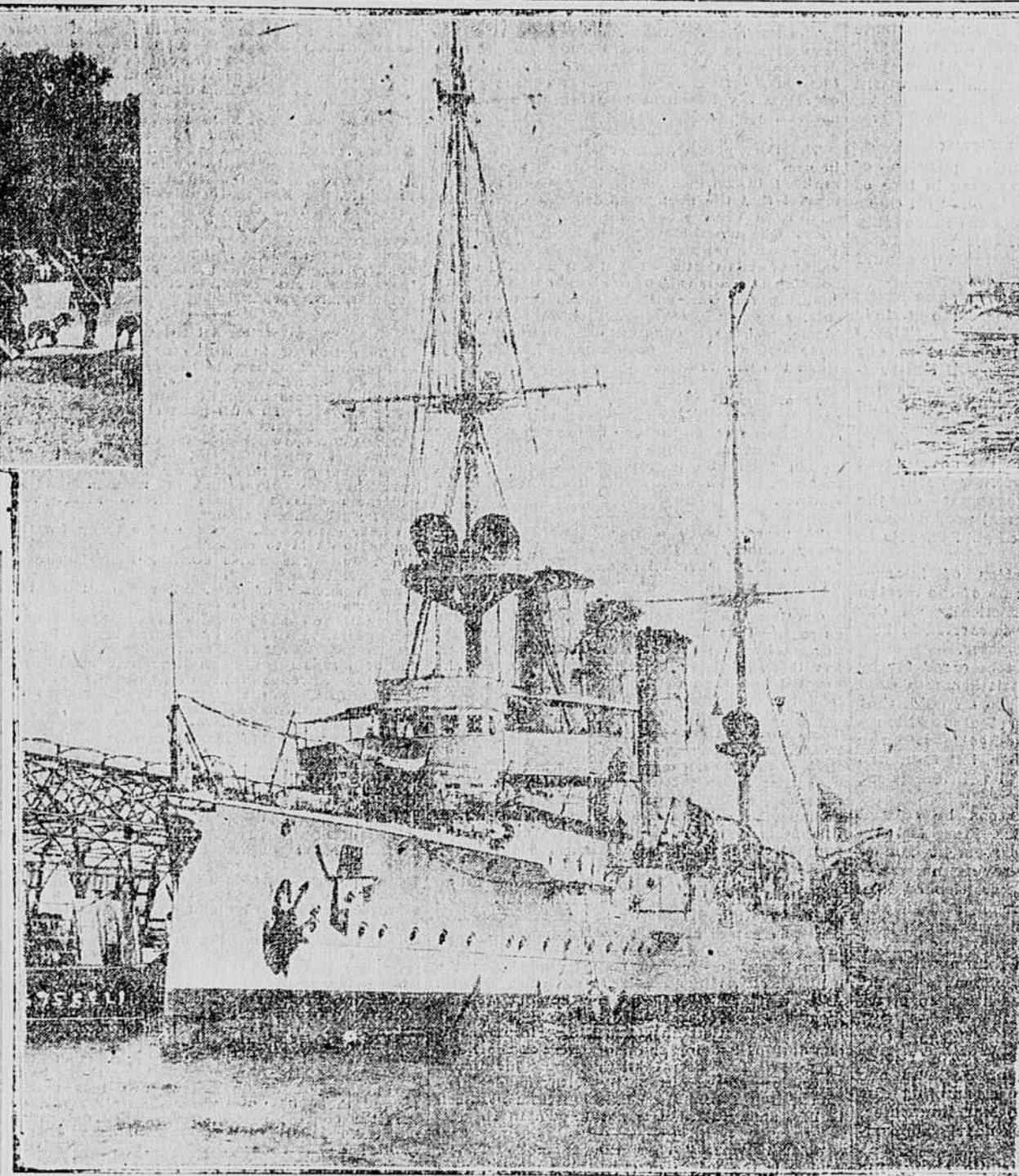
WAGES REDUCED.
DOUGLAS, ARIZ., August 6.—Reduction of 10 per cent in wages of 2,000 men employed by the Copper Queen and Calumet and Arizona Smelters was put into effect today. Five hundred men were laid off.

MINE IS CLOSED.
REDDING, CAL., August 6.—The Mountain Copper Company to-day closed the Iron Mountain Mine, which in eighteen years had produced ore valued at \$2,000,000. Three hundred and fifty men were laid off.

RUSSIAN CAVALRY.
BERLIN (via Amsterdam and London), August 6.—The force of Russian cavalry, which tried to break through the German frontier guard, was repulsed today near Soldau, in East Prussia. Another Russian cavalry division also suffered losses and is retreating in the vicinity of Nordenburg.

SWISS NEUTRALITY HAS NOT BEEN VIOLATED.
BERLIN (via Amsterdam and London), August 6.—There is no truth in the reported violation of the neutrality of Switzerland. It has not occurred nor is contemplated. The Swiss government has received, according to a government announcement, an official assurance to this effect.

Prize for Air Heroism.
[Special Cable to The Times-Dispatch.]
PARIS, August 6.—The President has offered \$100,000 francs as a prize to aviators accomplishing the most brilliant war feats. M. Michelin, the rubber manufacturer, offered the prize



The cruiser Dresden, of Emperor William's navy, is one of three German cruisers believed to be off New York waiting to intercept the Cunarder Lusitania, which sailed early August 5.

AMERICANS ABROAD ARE BEING CARED FOR

(Continued from First Page.)
means of credit will find relief tomorrow.

Mr. Bryan received word from St. Petersburg that only about 200 Americans were in that city. Americans throughout the empire will be taken to the capital and sent to a neighboring neutral nation, probably Sweden.

ON HAND IN PARIS.
Ambassador Herrick at Paris informed the department that sufficient funds were on hand there to care for the local necessities of Americans.

Arrangements were completed for the departure of the cruiser Tennessee from New York to-night with her treasure store of gold. The armored cruiser North Carolina will sail in a few days with more gold.

Red Cross headquarters announced to-night that prompt responses have been received to the appeal for European war relief fund.

Officials expressed the hope that a sum sufficient to charter a big ship and send hospital units to the countries involved would be raised soon.

AMERICAN DISTRICTS IN ENGLAND ENDED.
LONDON, August 6.—It is believed today saw the end of acute distress for American tourists in England. All steamship companies are accepting letters of credit and checks in payment for transportation. The American committee has relieved the most urgent cases of Americans in need, while numerous wealthy Americans, among them Samuel Untermyer, of New York, have purchased steamship tickets for compatriots.

Theodore Hettler, of New York, made arrangements with a New York bank by cable to-day, and drew \$200,000 here to tide over Americans pending the arrival of the cruiser Tennessee, which is bringing gold.

The American committee now is preparing to aid Americans without money to come to London from the Continent. The transportation committee is arranging with the British government to permit Holland-American line steamers to call at Liverpool for passengers. The government already has issued orders permitting Italian liners to traverse the Straits of Gibraltar unhindered.

The Foreign Office announced to-day that the United States had authorized its ambassador and consuls in Germany to protect British subjects as far as international law permits.

CRUISER TREASURE SHIP GOES TO RELIEVE AMERICANS.
NEW YORK, August 6.—The armored cruiser Tennessee, converted for the time into a treasure ship, left port at 9:15 o'clock to-night to carry millions in gold to the many thousands of Americans who are in want in European countries.

When the Tennessee went to sea in the darkness she had on board about \$5,000,000 in gold, \$2,000,000 from the Bankers' Trust Company, \$2,750,000 appropriated by Congress and about \$300,000 entrusted to the paymaster's care by personal friends of individuals abroad.

More private funds are expected to be placed with the treasury authorities here, and it is likely that a second shipment of gold will be sent, probably on the cruiser North Carolina. The Tennessee's gold goes as a bulk lot of government money. The individual depositors' names are not mentioned, but the delivery of the money to individual drawers who have orders from their American shippers will be made. This plan, directed by the War Department, it was believed in financial circles here, is to prevent any suggestion of American neutrality. The gold was insured against marine risks. The rate was not announced.

AMERICAN TOURISTS STAY FOR NEW YORK.
COPENHAGEN (via London), August 6.—Twelve hundred American tourists who found it impossible to reach home

PEOPLE ARE STEELED FOR EXHAUSTIVE WAR

(Continued from First Page.)
which sent the Hamburg-American line steamer Koenigin Luise to the bottom with four shots, only came out of the shipyards last Saturday, hardly dry.

Londoners had the first realization of war brought home to them tonight, when hundreds of commuters taking their trains at the Victoria Station were surprised to see eighty-five German prisoners guarded by English soldiers with fixed bayonets. The German were naval reservists, taken from their ships and made prisoners of war. A goodly number of naval reservists, and also some German army reservists, who were attempting to proceed to Germany were held by the authorities today.

Several persons supposed to be spies were arrested to-day in different parts of England.

BOY SCOUTS WILL PLAY
NEW YORK, August 6.—Dispatches from abroad mentioning activity on the part of Boy Scouts in connection with military operations in the European conflict, have led to the belief here that the scouts will play an important role in the general war. The Boy Scouts of America are already guarding of British bridges and the German have told of the capture by Boy Scouts of spies in Belgium.

Essentially an organization working for peace, there is nothing in its teaching that would discourage the taking up of arms in self-defense.

Sailing Is Canceled.
LONDON, August 6.—The Levant steamer Catalonian, which was to have sailed for New York Saturday, today cancelled her sailing.

The American line steamer Philadelphia sailed from Queenstown for New York.

Asks for His Passports.
LONDON, August 6.—The French embassy in London was advised to-night that the Austrian ambassador at St. Petersburg has asked for his passports. Austria-Hungary regarding herself in a state of war with Russia.

CARRIER PIGEONS FOUND IN TRAWLER.
LONDON, August 6.—A German trawler was captured by a British warship near the Orkney Islands, to the north of Scotland, today. She is believed to have been engaged in spying, as carrier pigeons were found on board.

GERMAN STEAMER BAVARIA SIGHTED.
HAVANA, August 6.—The captain of the German steamer Bavaria, which arrived here today, reports meeting on Tuesday night off the Florida coast the French warships Conde and Descares, and the transport Garonne, which recently left Havana for Toulon. When the Bavaria sighted the French boats the captain of the steamer ordered all lights extinguished to avoid capture.

GERMAN CONSUL ARRESTED.
SUNDERLAND, ENG., August 6.—The German consul here was arrested today. The charges against him were not divulged.

BATTALIONS WIPE OUT BELGIAN MINES.
BRUSSELS, August 6.—Whole battalions of the Tenth Army Corps of the German invading force were wiped out of existence and 1,200 wounded Germans were picked up on the field as result of the explosion of a field of mines over which the Germans were crossing in their attack on Liege. The annihilated force was mostly infantry and artillerymen. The corps was reinforced by cavalry, but this body was divided between the advance and rear guards and escaped.

STRUGGLE FOR VICTORY IN AIR, LAND AND SEA

Airships Will Play Spectacular Part in Conflict Now Raging in Europe.

The great conflict now raging among the powers of Europe promises not only to be a struggle for supremacy on land and sea, but for supremacy in the air as well.

France, Russia and England will send their vast air fleets against the giant Zeppelins of the Germans. In a measure, the present European war will settle for all time the relative merits of the aeroplane and the dirigible balloon as engines of destruction. In the development of the latter type of air craft Germany stands supreme. She has nine of the giant Zeppelins, fully equipped, and five more nearing completion. Work on these is being carried with all possible speed. They range from 450 to 525 feet in length, are equipped with motors giving from 350 to 420 horsepower, and carry eight three-inch guns, which have been successfully fired in maneuvers. They speed through the air at the rate of forty or fifty miles an hour.

All the Zeppelins are of the rigid type, the outer shell and frame being of aluminum construction. Inside the framework are the silk bags, as many as seventeen in some of the largest types, filled with hydrogen gas. The advantage of a number of small bags, lies in the ability of the airship to keep aloft even with one or more of the bags punctured or other part out of commission.

AUSTRIA HAS SEVERAL RIGID DIRIGIBLES.
Austria also has several rigid dirigibles and Italy has three or four. Italy joins in with Germany and Austria, the Triple Alliance will have at its disposal 31 of this type of aircraft.

On the other hand England, France and Russia muster 31 gas bags, but they are all much smaller than the Zeppelins and are of the non-rigid or semi-rigid type.

The Triple Entente, formed by these three countries, will place their faith in their aeroplanes rather than to the balloons. It is estimated that the Entente has 1,800 aeroplanes, against the 500 of the Alliance. France, especially, has developed the army aeroplane to a high state of efficiency and uses both the monoplane and the biplane, although the former predominates.

For scouting work the monoplane has proved to be more successful because of the greater speed it can attain and the fewer chances of discovery by the enemy.

The Italian aviators are the only airmen who have received actual training in aerial warfare. The Italians successfully used aeroplanes in their campaign in Tripoli and also attained a certain measure of success with semi-rigid dirigibles.

ENGLAND HAS ONE SMALL DIRIGIBLE.
England has one fast, though small dirigible attached to her navy. This is the Astra Torres IV, which recently made fifty-one miles an hour against a twelve-mile wind. It is of the non-rigid type, and can be deflated and packed aboard a warship. The Vickers and Armstrong firms are now constructing two rigid airships for the English admiralty. These, when completed, will resemble the Zeppelins. England also has one naval Parseval, 270 feet long. The Astra Torres is slightly smaller. There are also four other airships, from 160 to 180 feet in length.

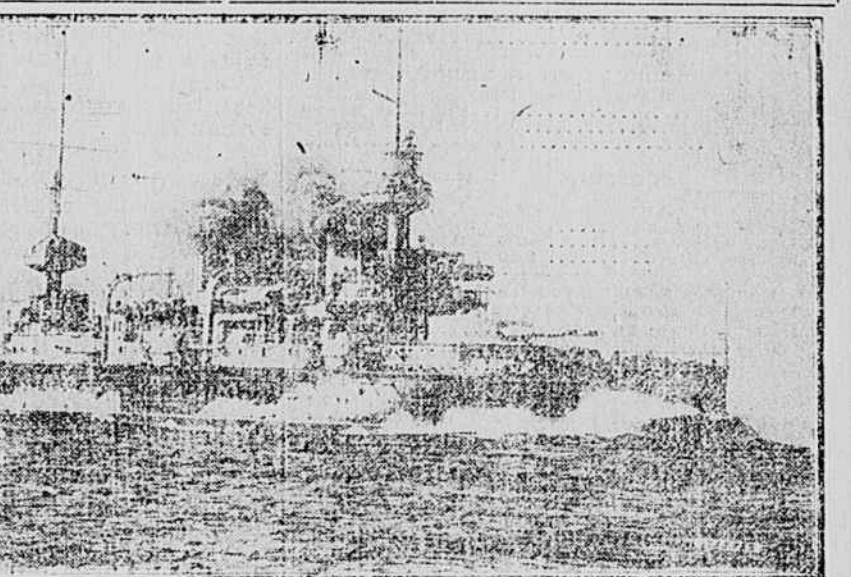
France has fifteen dirigibles attached to her army. These range from 275 to 325 feet in length. The Spiesse, the largest of the French fleet, is rigid. There is also under construction another Spiesse, which will be 450 feet long.

Austria has but three airships in condition for use, a collision about a month ago having destroyed one of the Austrian army balloons.

Little is known of the Russian dirigibles. She has thirteen small, low speed craft. Like England and France, she has concentrated on the aeroplane.

Arrive in Denmark.
LONDON, August 6.—Advices have been received here stating that Sir William Edward Goschen, British ambassador at Berlin, and his staff have arrived in Denmark.

German Navy Report.
BERLIN, August 6.—It is reported that the German troops operating on Belgian territory had been compelled to retire.



The French battleship Suffren going full speed under forced draught. The Suffren is of 12,527 ton displacement, has a draught of 28 feet and an indicated horsepower of 16,500.

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